

## Intimations.

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

**NOTICE TO SHAREHOLDERS.**

**N**OTICE is hereby given that the **TWENTY-FOURTH ORDINARY YEARLY MEETING OF THE SOCIETY** will be held at the **TRAD OFFICE, No. 4, the Praya, Hongkong** on **TUESDAY, the 13th October, 1897, at 11 O'CLOCK**, for the purpose of receiving the report of the Directors together with statements of accounts for the year 1896 and for the half year ending on 30th June, 1897, and of declaring Dividends. The **TRANSFER BOOKS of the Society** will be closed from the 3rd to the 13th October, both days inclusive.

By Order of the Board,

N. J. EDE,  
Secretary.  
Hongkong, 12th October, 1897. [144]

---

CANTON INSURANCE OFFICE,  
LIMITED.

**NOTICE TO SHAREHOLDERS.**

**THE SIXTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS** will be held at the **OFFICES of the Undersecretary** at 3 o'clock P.M., on **MONDAY, the 18th October.**

**THE TRANSFER BOOKS of the Company** will be **CLOSED from 4th to the 18th October** with days inclusive.

**JARDINE MATHESON & Co.,**  
General Agents,  
**CANTON INSURANCE OFFICE, LIMITED**  
Hongkong, 24th September, 1897. [1468]

**THE PUNJOM MINING COMPANY,**  
LIMITED.

**NOTICE** is hereby given that an EXTRA-  
ORDINARY GENERAL MEETING of the  
above-named COMPANY will be held at the  
COMPANY'S OFFICE, No. 9, Praya Central, Vic-  
toria, in the Colony of Hongkong, on WED-  
NESDAY, the 27th day of October, 1897, at  
o'clock Noon, for the purpose of considering  
if it thought fit, passing the resolutions  
bearing date

That it is desirable to reconstruct the Company, and accordingly that the Company be wound up voluntarily and that JAMES MCKENZIE DUNCAN, Esq., be and he is hereby appointed Liquidator for the purposes of such winding up.


That the said Liquidator be and he is hereby authorized to consent to the registration of a new Company, to be named The Porcupine Mining Company, Limited, with a Memorandum and Articles of Association which have already been prepared with the privacy and approval of the Directors of this Company.

That the draft agreement submitted at this meeting and expressed to be adopted by this Company of the first part and the Liquidator of the second part and the new Company of the third part be and the same is hereby approved, and that the said Liquidator be and he is hereby authorized, pursuant to Section 249 of the Companies Ordinance, 1865, to enter into an agreement with such new Company when incorporated in the terms of the said draft, and to carry the same into effect with such (if any) modifications as

Should the above Resolutions be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board of Directors,  
**JAMES B. DUNCAN,**  
*Secretary*

Hongkong, 11th October, 1897. [1897]

  
GOVERNMENT NOTIFICATION.  
No. 418.

It is hereby notified that the HONGKONG  
VOLUNTEER CORPS are to carry on  
GUN PRACTICE from the North side of Stone  
Island in a North-Westerly direction  
on a SATURDAY, the 16th instant, between the  
hours of 2 P.M. and 6 P.M.  
All Ships, Junks, and other Vessels are cautioned  
to keep clear of the range.  
By Command,


J. H. STEWART LOCKHART,  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 5th October. 1897. [154]

---

JUST UNPACKED.  
VARIETIES IN CADBURY'S CHOCOLATE.

**SWEETS.**  
**CHOCOLATE** Almonds, Cremes, Caramel  
 Macaroons, Mexican, Nougat, Vanilla  
 Trees.  
 In Baskets and Boxes of various pretty designs  
 Suitable for presentation :—  
**TO BE SOLD LOOSE BY LBS.**  
*Also*  
 Ballard and Bowser's Butterscotch and assorted

Office, Almond Rock, &c., &c., &c.,  
10 PER CENT. DISCOUNT FOR CASH.  
H. RUTTONJEE,  
13, D'Aguilar Street, Hongkong,  
and  
18 & 19, Elgin Road, Kowloon.  
Hongkong, 6th October, 1897. [152]



and Street Washers.  
Garden Watering Boxes and  
Apparatus.  
Gun-Metal, Copper, and Cast  
Iron Cocks and Valves.  
**E. CUESNIER, E.G.P.,**  
Engineer and Clock Mkr.

(Successor of) **ACHILLE CADET**  
**27, Rue des Tonnelliers,**  
**PARIS.**  
 Hydopathic and Massage Apparatus,  
 supplied to the **Vichy** and  
 Vapour Baths (Berthe system).  
 Apply to  
**DEWEILL, GARCIN & Co., Agents for**  
**M. OPPENHEIM & Co., PARIS.**

\_\_\_\_\_



Today's  
Advertisements.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Chartered Steamship.

"NANYANG."  
Captain Lehmann, will be despatched for the  
above ports TO-MORROW, the 13th instant,  
at Noon.

For Freight or Passage, apply to  
DOUGLAS LARAIE & Co.,  
General Managers.  
Hongkong, 12th October, 1897. [1549]

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship.

"LIV."  
T. Hansen, Master, will be despatched for the  
above ports on SATURDAY, the 16th October,  
at Noon.

To be followed by the  
S.S. "ST. NINTAN" on or about 31st Oct.  
S.S. "FALLODOW HALL" on or about 15th Nov.  
S.S. "FALLODOW HALL" on or about 30th Nov.  
S.S. "FERNFIELD" on or about 15th Dec.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 12th October, 1897. [1548]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Company's Steamship.

"KUTSANG."  
Captain Geo. Payne, will be despatched as above  
on TUESDAY, the 19th instant, at Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 12th October, 1897. [1552]

AUSTRIAN LLOYD'S STEAM NAVIGATION  
COMPANY, LIMITED.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN  
GOVERNMENT).

STEAM TO THE STRAITS AND BASSEIN  
(BURMA).

THE Company's Steamship.

"MELPOMENE."  
Captain A. Martinelli, will leave for the above  
places on SATURDAY, the 16th instant, P.M.

For Freight, apply to  
SANDER & Co.,  
Agents.  
Hongkong 12th October, 1897. [1556]

NIPPON YUSEN KAISHA.  
JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.  
(Under Mail Contract.)

FOR NAGASAKI, KOBE AND YOKOHAMA.  
THE Company's Steamship.

"OMI MARU."  
Captain C. Young, will be despatched for the  
above ports on MONDAY, the 18th instant,  
at 4 P.M.

This Steamer is fitted with Superior Passenger  
Accommodation and is lighted by Electricity  
throughout.

A daily qualified Doctor and a European  
Stewardess are on board.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.  
Hongkong, 12th October, 1897. [1557]

NIPPON YUSEN KAISHA.  
HONGKONG-VLADIVOSTOCK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOCK,  
VIA SHANGHAI, CHEFOO, CHEMULPO,  
NAGASAKI, FUSAN AND GENSAN.

THE Company's Steamship.

"HIOGO MARU."  
Captain H. Witter, will be despatched as above  
on FRIDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.  
Hongkong, 12th October, 1897. [1554]

NOTICE.

THE Hongkong Telegraph is for sale at  
TEN CENTS PER COPY at the  
HONG KONG HOTEL and from the  
TELEGRAPH'S NEWSBOYS.

who call at Pedder's Wharf, Murray Wharf and  
all the hotels in Wanchai and the City of Victoria  
every evening. It is also procurable, at  
10 cents per copy, from the

TELEGRAPH'S GIGMEN and NEWSBOYS  
who call on board all vessels arriving in the  
waters of the colony.

N.B.—The Telegraph's newsboys and gigmen  
have received special instructions to  
charge only 10 cents per copy for the  
paper and if they ask for 20 cents it is  
in error in violation of their instructions, and  
the Manager will therefore be glad to hear  
from anyone who is asked to pay more  
than 10 cents.

All complaints respecting irregularity in the  
delivery of the Telegraph to subscribers or as  
regards any overcharge by the newsboys or  
gigmen should be addressed to  
The Manager.

"HONGKONG TELEGRAPH"  
OFFICE.  
No. 6, Pedder's Hill.  
Hongkong, 12th October, 1897. [1551]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,  
Advertisements, &c., be addressed to the "Manager, Hongkong  
Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and  
not to individual members of the staff.

Communications intended for publication must be accompanied  
by the name and address of the writer, not necessarily to be  
published, but in order to enable the Editor to communicate with  
the writer if necessary.

While the columns of the Hongkong Telegraph will always  
be open for the free discussion of all questions affecting public  
interests, it may be distinctly understood that the  
Editor does not in any way hold himself responsible for  
advertisements not intended for publication.

Advertisements are requested to be sent to the Editor at least  
three days before the date of publication, and not to be sent  
on the day of publication, as the Editor cannot be held  
responsible for advertisements not intended for publication.

The Hongkong Telegraph is the largest circulation of any  
newspaper in the Far East. It is published daily, except on  
Sundays and public holidays. Terms can be found on application  
to the Manager, Hongkong Telegraph, No. 6, Pedder's Hill,  
Hongkong.

## Intimations.

DAKIN, CRUICKSHANK &  
COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are  
made under the supervision of a daily  
qualified English Chemist and will bear  
comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and  
other Large Consumers.

Any complaints should be addressed to the  
Manager.  
Hongkong, 12th March, 1897. [1559]

NOW READY!

COMMERCIAL AND STATISTICAL  
PAPERS.

No. 1—APRIL, 1897.

Being reports of meetings of Companies and  
Corporations for periods ending 31st December,  
1896.

This pamphlet is published for the convenience  
of the Commercial Community and is for  
sale.

PRICE \$1 PER COPY,  
at the office of the  
"HONGKONG TELEGRAPH,"  
No. 6, Pedder's Hill.

Hongkong, 7th May, 1897. [761]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN  
CONVENT, CANON ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all  
kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.

Ladies' and Children's Under-clothing,  
Children's Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.

The Superioresse will also be most grateful for  
any PAIERS, or old ENVELOPES to be made into  
Books for the Children of the Poor Schools, who  
are taught by the Sisters.

Hongkong, 11th April, 1897. [1550]

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Steamship

"MERIONETHSHIRE,"

Captain Davies, having arrived from the above  
ports, Consignees of Cargo are hereby informed  
that their goods are being landed at their risk  
into the Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, at  
Kowloon and stored at Consignees' risk and  
expense.

No claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 13th instant will be subject  
to rent.

All broken, chafed, and damaged goods are to  
be left in the Godowns, where they will be  
examined on the 12th instant at 2.30 P.M.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 6th October, 1897. [1552]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"THAMES,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. CHINA.  
From Zanzibar, ex S.S. GEA.  
From Persian Gulf, ex S.S. CHANDA, SIMLA  
and HOSHTINA.

From Malacca, ex S.S. LONDON.  
Goods not cleared by the 12th instant at 4  
P.M. will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

All damaged Packages must be left in the  
Godowns and a certificate of the damage  
obtained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognised.

H. A. RITCHIE,  
Superintendent.  
Hongkong, 7th October, 1897. [1553]

THE CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SWANSEA, GLASGOW, LIVER-  
POOL AND SINGAPORE.

THE Company's Steamship

"HYSON"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Kowloon, whence delivery  
may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the Underwriter before  
Noon on the 15th instant, or they will not be  
recognised.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on FRIDAY the 15th instant at  
3 P.M.

No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 15th  
instant, will be subject to rent.

Bills of Lading will be countersigned by  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 6th October, 1897. [1559]

## Intimation.

A. S. WATSON & CO.,  
LIMITED.

BY APPOINTMENT.

WINES & SPIRITS.

WE beg to call attention to our PRICE  
LIST OF WINES AND SPIRITS as  
below:—

As these are all selected and bought first  
hand by our London House we save any inter-  
mediate profits and are thereby enabled to  
supply the best qualities at Moderate Prices.

PORT.

(For Invalids and General Use).

B VINTAGE, superior quality, Red  
Capitane.....\$14.40 \$1.20

C FINE OLD VINTAGE, superior  
quality, Black Seal Capitane.....16.20 1.35

D VERY FINE OLD VINTAGE,  
extra superior, Violet Capitane  
(Old Bottled).....20.40 1.70

SHERREY.

B SUPERIOR PALE DRY, dinner  
wine, Green Seal Capitane.....\$10.80 \$0.90

C MARIANILLA, PALE NA-  
TURAL SHERREY, White  
Capitane.....12.00 1.00

CC SUPERIOR OLD DRY, PALE  
NATURAL SHERREY, Red  
Capitane.....12.00 1.00

D VERY SUPERIOR OLD PALE  
DRY, choice old wine,  
White Seal Capitane.....14.40 1.20

E EXTRA SUPERIOR OLD PALE  
DRY, very finest quality,  
Black Seal Capitane (Old  
Bottled).....20.40 1.70

B, C, and C are excellent dinner Wines or  
for invalids and delicate stomachs. D and E  
are after-dinner Wines of a very superior vintage.  
All are true Xeres Wines.

CLARET.

B ST. ESTEPH, Red  
Capitane.....\$6.50 \$0.60 0.35

C ST. JULIEN, Red  
Capitane.....9.00 0.60 0.75 0.40

D LA ROSE, Red  
Capitane.....12.50 1.30 1.10 0.60

SAT DE FOY.....7.50 0.60 0.35

CHATEAU D'AN.....9.00 1.00 0.80 0.45

CHATEAU D'AN.....13.20 1.40 1.10 0.60

CHATEAU D'AN.....18.50 1.90 1.60 0.80

CHATEAU D'AN.....21.00 2.20 1.80 0.90

Our Claret, including the lowest priced, are  
guaranteed to be the genuine product of the  
vine of the grape, and are not artificially made  
from raisins and currants, as is generally the  
case with cheap Wines.

BRANDY.

A HENNESSY'S OLD  
PALE, Red Capitane.....\$18.00 \$1.50

B SUPERIOR VERY OLD  
COGNAC, Red Cap-  
itane.....21.00 1.75

C VERY OLD LIQUEUR  
COGNAC.....24.00 2.00

V.O. D HENNESSY'S FINEST  
VERY OLD LIQUEUR  
COGNAC, 1872 Vin-  
tage, Red Capitane.....36.00 3.00

V.V.O. E FINEST VERY OLD  
LIQUEUR COGNAC,  
1862 Vintage.....48.00 4.00

All our Brandy is guaranteed to be pure  
Cognac, the difference in price being merely a  
question of age and vintage.

WHISKY.

SCOTCH—

A THORNE'S BLEND, White Cap-  
itane.....\$10.80 \$0.90

B WAT O' GLENROCHY MEL-  
LOW BLVD Blue Cap-  
itane, with Name and Trade Mark.....10.80 0.90

C WATSON'S A' GLENROCHY  
WHISKY, Red Cap-  
itane, with Name and Trade Mark.....12.00 1.00

D WATSON'S H.K.D. BLEND OF  
THE FINEST SCOTCH MALT  
WHISKIES, Violet Cap-  
itane.....14.40 1.20

E WATSON'S VERY OLD LIQUEUR  
SCOTCH WHISKY, Gold Cap-  
itane.....15.00 1.25

DANIEL CRAWFORD'S FINEST  
VERY OLD SCOTCH WHISKY 14.40 1.20

Our lowest priced Whisky is of excellent qual-  
ity and of greater age than most brands in the  
market. We recommend our customers not to  
be deterred by the low price of price trying them  
all. For a Scotch Whisky, Thorne's Blend  
and Watson's Glenrochy are equal to any.  
Ablon-Glenrochy is a very old Scotch Whisky  
(smoky) that could not be replaced in stock at  
the price. D and E are too well known to need  
comment.

IRISH—

A JOHN JAMESON'S OLD, Green  
Capitane.....\$12.00 \$1.00

B JOHN JAMESON'S FINE OLD,  
Green Capitane.....15.00 1.25

C JOHN JAMESON'S VERY FINE  
OLD, Green Capitane.....18.00 \$1.50

All these are very fine and old. C has been  
stocked in Hongkong in wood for over 20 years,  
there being little sale for Irish Whisky in the  
Colony.

AMERICAN—

Genuine BOURBON WHISKY,  
FINE OLD, Red Capitane, with  
our Name and Trade Mark.....\$15.00 1.25

GIN.

A FINE OLD TOM, White  
Capitane.....\$7.20 \$0.60

B FINE UNWATERED, White  
Capitane.....7.20 0.60

RUSSIAN.

FINEST OLD JAMAICA, Violet  
Capitane.....\$15.00 \$1.25

GOOD LEMNARD ISLAND.....0.00 0.50

GOOD LEMNARD ISLAND.....\$2.50 per Gal.

LIQUEURS.

BENEDICTINE, BLACKBERRY BRANDY,  
CURACAO, MARAICHO,  
CHARTREUSE, HERBINO'S CHERRY,  
CRAME DE CACAO, CORDON,  
PEPERMINT.

Dr. SKEW'S ANGIOTENSURE BITTERS,  
AND  
AERATED WATERS.

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY  
Hongkong, 12th August, 1897.

BIRTH.  
At Tientsin, on Thursday, the 30th Septem-  
ber, 1897, the wife of G. BAUR, of a son.

MARRIAGE.  
On the 27th instant at Yokohama, ISABELL  
BURSON, daughter of the late James Nelson  
Burson, of San Francisco, to HORACE FRA X  
ARTHUR, of Yokohama.

DEATH.  
On Friday, October 1st, 1897, at the General  
Hospital, Tientsin, WILLIAM H. C. GUY, aged 34  
years, of the Chinese Engineering and Mining  
Co., Tong-shan. Sheffield papers please copy.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 12, 1897.

BRITISH NORTH BORNEO.

North Borneo is by no means a name to  
conjure with at the present time in Hong-  
kong, but is rather regarded as the tomb  
of many of Hongkong's dollars and enter-  
prises. Hongkong did certainly drop a  
considerable amount of money in Borneo,  
and for this reason it appears that the  
country is to be everlastingly tabooed by  
our local speculators. Be this as it may,  
there is no doubt that a great deal of  
Hongkong's money was dropped else-  
where at about the same time, and Borneo,  
being a new country without any com-  
pensating successful achievements to  
show, had to take much of the blame  
and be made a scapegoat, while  
brokers and speculators generally referred  
to her as the "grave of Hongkong's  
hopes" and in other terms more forcible  
if less polite.

Now we do not pretend to hold a brief  
for Borneo, nor to offer gratuitous advice,  
which we know will not be taken, to the  
shining commercial lights of Hongkong.  
Still, to give the devil his due, it does  
appear that Borneo has been rather hardily  
dealt by, and is by no means so black as  
certain Hongkongites would paint her.

It must be borne in mind that most, if  
not all, of the Hongkong companies which  
endeavored to exploit Borneo were formed at  
a time when money was plentiful and a  
fever of rash speculation was epidemic in  
the Colony. Everyone had money to  
spare, and the only question was  
where and how to invest it. Borneo  
was a new country of untold cap-  
abilities, and as such was regarded as  
a sort of El Dorado where dollars,  
figuratively speaking, grew wild in the  
jungle and only awaited gathering by the  
Hongkong companies. Hence companies  
were founded, principally for the growing  
of tobacco, the capital was readily sub-  
scribed, and the expectant shareholders  
sat down to wait for the happy time, which  
never came, when their dividend warrants  
should come rolling in and their fortunes  
would be made. Time went on, and one  
estate after another sent bad reports of  
prospects; here the crop had been  
destroyed by floods, there the crop was  
only good for a short distance from the  
river bank, in another case the mortality  
among the coolies was so great as to  
preclude the possibility of working the  
estate on a paying basis, and so the tale  
of woe went on until one by one the estates  
collapsed utterly, and with them the  
shareholders' hopes of ever seeing the  
colour of their money again.

This was the history of the Hongkong  
tobacco companies as heard in Hongkong,  
and, rightly or wrongly, Borneo had to  
stand the blame and be looked upon as  
nothing better than a sink down which to  
pour dollars. The Borneo side of the  
story, however, was different and deserves  
to be put on record, both as a warning  
to future investors and as a vindication  
of Borneo's much-maligned character.

The country was new and everyone en-  
tertained high hopes of a flourishing future  
being before it. Tobacco, coffee, cocoa  
and other tropical products were known  
to grow well, and the country being un-  
explored, endless possibilities of new dis-  
coveries presented themselves to the  
sanguine minds of the Borneo pioneers.

Unfortunately for the country, and, as it  
afterwards proved, for every one else con-  
cerned, a class of speculators arrived  
whose one idea was to make as much as  
they could out of the country, and, having  
feathered their own nests, to let the other  
folks get along as best they could. These  
were the men who took up large land  
concessions, and their methods of procedure  
left little doubt in the minds of those  
who knew the country as to the ultimate  
result of the enterprises floated by them.

As an instance of the way things went  
on, we may say that a man who knew  
nothing whatever of the country or its  
people would come to take up tobacco  
land. A steam launch would be hired and  
a trip made up one of the rivers. A cer-  
tain spot having been reached, a few  
questions as to the fitness of the land  
back from the river bank and its liability  
or otherwise to floods, would be put to  
the natives, who, from their natural politeness,  
would answer them in the manner  
which appeared to them to be most ac-  
ceptable to the questioner. The replies  
proving satisfactory the land would be  
taken up and a company formed to work  
it, the selector getting a good price for his  
land and caring no more about it. Then  
the company would start work only to  
find that the land was periodically flooded,  
or was not flat away from the river bank,  
or could not be economically drained, or  
had no good drinking water available, or  
possessed other drawbacks which could  
have easily been foreseen, had the least  
care and judgment been exercised in its  
selection. Calamities followed one another



A SHOCKING fatal accident occurred at the Quarry Bay Sugar Refinery this morning. One of the coolies employed on the works was passing a piece of machinery and his queue became entangled in a revolving shaft. The unfortunate man's body was drawn into the machine and before the bolts could be disconnected he was almost smashed to pieces. He was killed almost instantaneously.

At the Supreme Court to-day on the motion of the Hon. W. M. Goodman (Attorney-General), the Police Judge (Mr. A. G. Wise) admitted Mr. Henry Hurnhouse, of Mr. Denny's office, to practice as an attorney and proctor of the Supreme Court of Hongkong. Mr. Hurnhouse was enrolled in London on April 3rd, 1897. His Lordship, in a few well-chosen words, wished Mr. Hurnhouse all success in his practice here.

Mr. W. RAMSAY, who for many years has performed the arduous and ever-increasing duties of Superintendent of the "Teluk" liners, left to-day by the *Prinsess* for Europe to enjoy in the old country a few months' well-earned leave of absence. We join with Mr. Ramsay's many friends in this Colony in cordially wishing him a pleasant trip home and a safe return to the Far East, thoroughly refreshed by the invigorating breezes that ever and anon sweep over the heather-clad hills of bonnie Scotland.

At the Magistrate to-day a small Chinese boy named Su Ping was charged with being implicated in sending the threatening letter recently received by Mr. F. H. May, Captain Superintendent of Police. It seems that the boy is a son of the man already under commitment for the offence and, as the father cannot write, Detective Scott got the boy to write a letter and it was compared with the threatening missive. A head writer from the Registrar General's Office to-day deposed that he had compared the letters and found many characters so similar that he thought it was impossible for two different people to have written them. He was remanded till Thursday.

Writing in *Sport and Gossip*, "Daybreak" on the 3rd instant has a very interesting note on the forthcoming Cricket Week in which he says,—"The Committee of the Cricket Club have gone to work with a will as to arrangements for the coming battle in Hongkong, and already I hear that the following gentlemen have definitely decided to join the team if elected to represent the Model Settlement: Messrs. Bell, Farbridge, Jackson, Lanning, Mann, McClure, Tyack, and the brothers Wallace. It is to be hoped that before the final selection is made the following names may also be added to the above list: Messrs. Cunningham, Firth, W. H. Meale, Stubb, and St. Croix. It is to be hoped that some time ago intended putting his name on the list. It is much to be regretted now that business will not permit, but it is to be hoped that this difficulty may be overcome so that Shanghai, out of fourteen names mentioned above, may be represented in the Crown Colony by a really representative team."

It is rumored that the Japanese are agitating for a Japanese settlement in Tientsin. The Japanese population numbers about 60. We shall next hear of a Russian settlement.

The Yuen Fat Hong has received news that at 10 a.m. on the 3rd instant fire broke out in the after hold of the steamer *Mongkut*, on her voyage to Bangkok. The cargo, which was mostly lumber with Chinese companies in Hongkong, sustained serious damage. The *Mongkut* left Hongkong on the 26th ult.

The Chinese Engineering and Mining Co. have placed through the medium of Messrs. Carlwells & Co., Tientsin—a contract for a winding engine (pit head-gear and coal screening plant of the most modern design) with a well-known firm at Oberhausen, Germany. The material is intended for the new No. 3 shaft at Tongshan.

On Thursday afternoon, 30th ult., at the U.S. Consulate, Yokohama, an inquest was held concerning the death of R. R. Crocker, second mate of the American ship *Comstock*, T. H. Allen, who was found dead with his throat cut on Thursday morning in a dormitory at the Seamen's Mission House, No. 63, Settlement. The evidence showed that the seaman arrived in Yokohama on the 26th ult. from Shanghai where he had been discharged from the ship *S. D. Carter*. He rec'd from the U.S. Consulate at Yokohama on his arrival the sum of \$72.21, the balance of wages due him from his last employer and it appeared that he had since been drinking very heavily. He stayed at the Mission House "to get properly sobered up." The Court recorded a verdict that the deceased had committed suicide.

The *Sailor Courier* says:—"Though we by no means desire these Pathans (on the North West frontier of India) to achieve a victory over the British, that is to say savages over a highly cultured race, and though we hope England will manage to subjugate these fanatical Korpan-hating tribes, at the same time we urge it will be a lesson to England and will cause her to reflect seriously on the dangers of her selfish and egotistical policy towards the rest of the European Powers. There is room enough for all of us in Asia, and we ought all to pull together. Battering their heads against us in Islam is not pulling together. What would England say if the Mungoon prince (the pretender to the kingdom of Burma) should escape from our custody just now and go into British territory? What would she say if the European officers so badly needed by the disaffected Pathans and Burmese should happen to be found, heading armies against the British?" We would probably say "Come on, if you feel like fighting."

Messrs. BENJAMIN, Kelly and Potts in their *Weekly Share Report*, dated Hongkong, Tuesday, 12th October, say:—"Business has been very dull during the week and with the exception of a sharp advance in Charbonnages, there are no changes of any importance to record. The Pungin Mining Company, Limited, has given notice that an Extraordinary Meeting will be held on the 27th October, to consider a scheme for the reconstruction of the Company. Douglas Steamships have declined one point and have been placed at 88. Locomotives are out of favour at 86. Pungin is supposed to 84 and sales are falling, owing to the poor result of last month's crushing. Charbonnages have advanced to 89.5 buyers. New Baltimore have been registered at \$1.50 and \$1.60 for the Ordinary and Preference respectively. Raub improved to 82.5 sales but are again easier with sales at 82.5. We have just received a private telegram from Singapore to the effect that 2,450 tons of one Officers have suffered a slight decline and have been sold at 82.5 and 83, closing with buyers at the rate. A share has been done at 82.5. Great Eastern are a shade easier with sales at 82.5 for the 6th paid up."

## UNDER CANVAS.

## "FIRE! FIRE!"

Yesterday afternoon the Volunteers' band played a few selections and greatly enlivened the men, who had a rather dejected look after their experiences in the rain and wind of the night previous and the dull weather before them. Big Drummer Woolf was not present but an able substitute was secured to use the sticks. By 6 p.m. the dull clouds in the sky gradually disappeared and a little later the moon was seen to make its appearance, to the great satisfaction of the men. Stars followed and by 8 p.m. everyone was confident that they would have a clear night and a fine day to follow. After dinner, with the favourable forecast, the piano was brought from the Sergeant's mess into the open air, and songs were well rendered, the vocal talent in camp being strong. About 10 p.m. many people were surprised at an order that when the alarm of fire was given they should parade on the ground adjoining the mess with buckets of water handy and await further orders. Some of those who had this order were ready to "turn in" in uniform, thinking that they would be awakened late at night, but at 10 o'clock the bugle sounded the "fire" call, all those under orders rushed to the appointed place, with their buckets in hand ready for any emergency. There was a better-sketcher of men from all parts and they paraded themselves at the doors of their tents in readiness to pull them down in obedience to the fire regulations in camp. It appears that a fire broke out among some papers in the officers' mess tent and the gallant fellows subdued the flames with a few buckets of water. Then the bugle sounded to tell that all was safe, to the great satisfaction of the men who thought that they would have to undergo a more trying ordeal. After this they were enabled to return to their various amusements.

When the fire alarm sounded one Volunteer armed with a bucket of water, acted upon his own ideas of safety and attacked the kitchen where he saw a lamp burning. He emptied the water on it, at the same time giving the cook a good scolding. The exclamations of the chief abstain from reproducing for obvious reasons. The alarm was sounded so suddenly and in such a startling tone that those who were not aware of the fact that a practice to test the men in the emergency of a fire was impending, were completely taken aback, but we may safely say that only a few had not this information before hand. Despite the noise of men running hither and thither and the general bustle a party at a game of cards in the mess tent were so interested in the game that no notice was taken of this new phase of affairs, and the men did not move until two officers arrived at the spot and then there is no more to say, the players ran off to their tents. Nothing startling took place on the night, the night was clear with a light breeze and the men slept soundly and confidently so far as the weather was concerned. When the *reville* sounded to-day the sky was not quite rid of dark blotches but these soon disappeared and then came signs of glorious weather. The sun was shining over the hills in the East with burning rays on a July morn and the lovely sight at the time is hard to describe. At 6.30 a.m. the "fall in" was given and the Field Battery had 7 p.m. gun drill in which all guns were worked. The men acquitted themselves satisfactorily and after an hour's hard work at the guns turned in for breakfast. During the same time the Maxims had musketry drill. As usual after this function is over an exodus of men crossing the harbour to their business took place, but not a few return by an earlier launch for private matters. Although much handicapped by the return of these men the camp is not so dull or lifeless as one is apt to think. A fairly large number of Volunteers remain there and attend their drills with soldierlike earnestness, and have plenty of recreation in the intervals. At 9 a.m. the Field Battery had target practice with carbines, continued firing till 11 o'clock, and resumed this again at 3 p.m. Another gun drill at 5 p.m. During the day the signal was under Sergeant Rooney, W.Y.R., had practice in service messages with semaphore. There has been an alteration made in the time table of the *Prudence* (victuals' boat). She leaves Murray Pier each day at the following times:—6 a.m., 7.45 a.m., 9 a.m., 11.30 a.m., 3.30 p.m., 4.30 p.m. and 6 p.m. She leaves Stonecutters' at 7.15 a.m., 8.30 a.m., 9.45 a.m., 2.30 p.m., 4 p.m., 5.15 p.m., 10.15 p.m.

The Camp *Gazette* came out this afternoon but we have to leave our comments on it till tomorrow owing to the lateness of the hour at which it was published.

## HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held at 3 p.m. on Friday, the 8th instant, there were present:—Messrs. R. J. M. Gray (Chairman), Herbert Smith (Vice-Chairman), J. J. Bell-Irving, N. J. Ede, T. Jackson, M. A. Slabb, T. H. Whitehead, and R. C. Wilcox (Secretary).

## MINUTES.

The minutes of the previous meeting (held 10th September) were read and confirmed.

## THE MAINTENANCE OF THE INTEGRITY OF BILLS OF LADING.

Read letter, dated 8th August, from President of the General Produce Brokers' Association of London, enclosing copy of letter addressed by the Association to the Chamber of Shipping of the United Kingdom urging the importance of maintaining the integrity of Bills of Lading, requesting the views of the Chamber on the subject, and hoping that it would be brought prominently to notice.

Resolved to reply to the effect that the Committee were of opinion that Bills of Lading should be properly dated, and that they would have the correspondence circulated among the commercial community.

## PROVISIONAL REGULATIONS OF TRADE ON WEST RIVER.

Read letter from Mr. H. M. Hillier, Commissioner of Chinese Internal Maritime Customs, Kowloon, dated 11th ultimo, forwarding six copies of the Provisional Regulations of Trade on West River for use of Chamber.

## THE REGISTRATION OF TRADE MARKS.

A further letter from Messrs. H. H. Kirch & Co. on above subject, making a fresh suggestion, had been received and acknowledged, and on the 21st ultimo a letter, in terms of the decision come to at last meeting, was despatched to the Government.

To this a reply was received on the 7th inst. enclosing copy of a lengthy minute by the Attorney General, which is still under consideration.

Read letter from Yokohama General Chamber of Commerce, dated 9th ult., intimating the

probability of the Japanese Government, at the next meeting of the Diet, introducing a Bill to abolish the Bounty on Silk shipped direct by Japanese exporters.

## PREFERENTIAL DUTIES ON JUNK-CARRIED CARGO.

A letter having, on 19th ult., been received from the Secretary of the Hongkong, Canton, and Macao Steamboat Co., Ltd., stating that since the 10th idem, in consequence of preferential duties being accorded by the Hoppo to junk-borne cargo, carriage of waste silk had been entirely diverted from the river steamers, correspondence had passed with the British Consul at Canton.

The Chairman gave a *resumé* of the correspondence that had passed between the Chamber of Canton and Peking in past years on this much-repeated question, and it was, after some discussion, decided to again address the British Minister at length on the subject, and draw attention to the latest developments.

## INLAND TAXATION OF FOREIGN GOODS IN THE TWO KWANG.

In pursuance of a decision previously arrived at, a letter was, on the 28th ult., addressed to H. H. M. Minister at Peking, on the practice, in the Two Kwang, of granting monopolies to traders to collect *tsin* on certain foreign imports, and the desirability of Foreign Consulars being notified of all *tsin* duties legally leviable on imported goods, so that Importers may know to what taxation their goods are subject before they reach the consumer at any given destination.

## Copy.

Hongkong, 16th September.

The Secretary of the Chamber of Commerce.

Sir,—We beg to acknowledge receipt of your favour of 10th inst. from which we are pleased to note that the "trade marks" matter will have the further consideration of your committee.

As your Committee has taken up the question of registration of trade marks, it might be a good opportunity to draw their attention to the very unsatisfactory manner in which notice of such intended registration is given to the general public, and they might perhaps see their way to recommend to the Government an alteration of the present system.

For your guidance we beg to enclose several cuttings taken from the local papers and containing notices of registration, marked serials A & B. You will observe that the advertisements marked A, bring facsimiles of the trade marks, intended for registration, whilst those marked B, only state that a certain firm intends to apply for registration of certain trade marks and articles, without giving a description or facsimile of them. Any one desirous of protecting himself against infringement, or for the sake of keeping on record the trade marks registered in this Colony, is compelled to go to the Colonial Secretary's Office to find out whether there is no objection to the registration. This involves a good deal of time wasted and an expenditure of 50 cents on every occasion. As it is almost impossible to take notice of every registration and advertisement relating to them might easily be overlooked, it depends entirely on the Official in charge of this department to find out whether the same or a similar trade mark has already been registered, and it is impossible that mistakes might easily occur. If, on the other side, facsimiles of the trade marks would be published, persons interested would at once inform the Colonial Government if they think to have just cause for protesting.

We have the honour to be, Sir, Your most obedient servant, (Signed) H. H. Kirch & Co.

Hongkong General Chamber of Commerce, 21st September, 1897.

Sir,—Since the despatch of my letter of the 5th August in reply to yours of the 29th July (No. 1205) forwarding copy of a letter addressed by Messrs. Marshall, Son & Co., of Manchester, to the Right Honourable the Secretary of State for the Colonies, complaining of an infringement of one of their trade marks, this Chamber has been put into possession of the details of such infringement by Messrs. Marshall, Son & Co. local agents, Messrs. H. H. Kirch & Co.

It appears from the letter of the last named firm that the local agents of a Belgian firm applied here to register a Horsehoe label on cotton thread. Messrs. H. H. Kirch & Co. at once, in behalf of the Chamber, opposed the registration, and successfully, thereby registering the brand locally for Messrs. Marshall, Son & Co. This was a most accomplished however, without considerable trouble and expense, and hence the anxiety shown by Messrs. Marshall, Son & Co. to secure some amendment in the system of registration.

My Committee are not prepared to suggest any scheme of Imperial registration embracing the Colonies as well as the United Kingdom, on the ground of the great attendant cost of having commercial departments in each Colony whilst at the same time it is most desirable that the powers of local trade should be able to claim the protection of registration.

The preamble of Ordinance 16 of 1873 leaves the impression that this Ordinance was originally designed more for the protection of Trade Marks which were already registered in the United Kingdom than for new marks solely registered in Hongkong, but it also covers the latter, and this case of Messrs. Marshall, Son & Co. raises the question of the value of local registration vis-à-vis registration in the United Kingdom.

My Committee are of opinion that, although the former may be accepted as *prima facie* evidence of ownership of a Trade Mark, it should be clearly laid down that registration in the United Kingdom, prior to the registration of such mark in Hongkong, would constitute the real ownership thereof in this Colony for the classes under which such Trade Mark is registered, as much as in the United Kingdom, and they therefore respectfully request that this opinion may be submitted to the Attorney General for consideration or otherwise, so that it may be formally laid down. My Committee would also suggest that for the due protection of marks originated for local industries it should be laid down that any Trade Mark for the registration of which application has been made in Hongkong before the date of registration in the United Kingdom should have the prior right in this Colony.

Further, my Committee beg to suggest that in all future cases of registration it be made incumbent on the person effecting such registration to publish illustrations and descriptions of the Trade Marks registered, together with the usual notice in the *Government Gazette* as required in paragraph 5 of Ordinance 16 of 1873.

I have the honour to be, Sir,

Your most obedient servant,

R. CHATTERTON WILCOX, Secretary.

Hon. J. H. Stewart Lockhart, Colonial Secretary.

## SPORTING NOTES.

## BY EARLY BIRD.

Trailing for the Shanghai Autumn Race meeting to be held the first week in next month, has passed from the "play ground" stage into real business, and day after day as the sun rises over the horizon scores of sports are to be seen in the Grand Stand and at the stalls of the Shanghai racecourse. The entries closed on the 2nd instant, the total "take" being Tls. 6,000 as against Tls. 6,430 for the autumn meeting in 1896. A drop of Tls. 400 is not a very serious matter as regards the Shanghai Races for it indicates either a falling off in the quality of the cattle or a diminution in the ranks of the sportsmen who, for many years past, have contributed by their presence, their influence and their money contributions to make the Shanghai turf to weary eyes in the Far East what Ascot, Epsom and Newmarket are in England.

Among the entries there are some first-class racers from Hongkong and the coast ports, and conspicuous among them are the Amoy "Ayers" *Marshall* and *Shady William* and Mr. Boyd's grand old stayer *Sindbad*, the winner of many a hard-fought *tsin* race, the winner of a strong contingent of the Shanghai course and another popular local sportsman is well represented by *Aspirant* and *Foeman*. *Aspirant* was the favourite for the Hongkong Derby last Spring, but "went off" on the eve of the meeting and so disappointed many who reposed considerable confidence in him. If "fit" he should pull off one or two good things for his deservedly popular owner and there are many indeed in this colony and elsewhere who will be glad to hear that he has been by no means the least successful. *Foeman* is a strong contender for the 3rd October 1st From *Sport & Gossip* of the 3rd October 1st, we gather that there are excellent prospects of the autumn Meeting being thoroughly enjoyable and remarkable (D.V. and W.P.) for good fields and well contested finishes.

## THE ENTRIES.

The following are the entries for the forthcoming Meeting:—

FIRST DAY	
1—The Jockey Cup.....	1896 1897
2—The Criterion Stakes.....	10 16
3—The Maiden Stakes.....	18 22
4—The Malton Plate.....	46 48
5—The Club Cup.....	24 22
6—The Letby Stakes.....	48 30
7—The Autumn Cup.....	34 32
8—The Whangpoo Stakes.....	34 32
9—The Fat Wah Cup.....	40 43

SECOND DAY	
1—The Northern Cup.....	26 28
2—The Shanghai St. Leger.....	56 48
3—The China Cup.....	22 23
4—The Pogo Cup.....	22 23
5—The Shanghai Stakes.....	132 135
6—The Racing Stakes.....	43 43
7—Syce Stakes.....	39 38
8—Lima Mink Stakes.....	29 30
9—The Diamond Jubilee Cup.....	44 44

THIRD DAY	
1—The Firway Plate.....	35 43
2—The Malton Club Challenge Cup.....	42 42
3—The Grand Stand Stakes.....	61 48
4—The Comopolitan Cup.....	33 33
5—The Parli-Matcup Cup.....	37 45
6—The March Stakes.....	45 45
7—The Consolation Cup.....	62 62
8—The Grand National Steeplechase.....	61 50

## TRAINING GALLOPS.

The following "times" are reported by *Sport and Gossip* to have been done in the final trials before the close of the entries on the 2nd inst:—*Black Eagle* and *White Rose* did 2.14 for one mile—a very good training gallop.

*Aspirant* did his mile in 2.18, finishing very well; this says "Daybreak" is his best distance.

*The Broker* did a mile and a half in 3.33; this pony improves every time he is sent along and he comes to be as good as ever.

*Black Rock* went 3-mile in 1.56, shoes off, moving very well at the finish; *White Lilac* and *Red Rose* did a mile in 2.15; not a bad performance.

*Dawn* and *New Moon* traversed the mile and a half in 3.37, the griffin proving the better at the finish, and the odds are that he will ultimately prove one of the best of the autumn griffins.

*Langley* (Mr. A. W. Burkill) did his mile and a half in 3.28, last quarter a record—the fastest time of the morning for the distance and as usual in most taking style.

*Samsie* and *Cayumada* went 11-mile in 2.57, the duo along easily at the finish. *Samsie* certainly did not seem to justify the hope that public opinion has reposed in him.

*Sami Dohi* (Midwood) followed on, doing his mile and a half in 3.40, finishing as he liked in good style; this pony has filled out and the older he gets the better he gets. *Bolus* cantered a mile and a half in 3.45; another pony that has thickened considerably and he promises to do better in the future than he has in the past, which means a good deal.

*Forman* did his mile in 2.16 and is a very improving pony, and if he can proceed as he is now going he will make a bold bid for the Legat.

*Glyde*, owner up, went 11-mile in 3.21 finishing strong.

The uncertain *Roller* is improving.

## THE REGATTA.

The Shanghai Regatta will be held on the 25th and 26th instant. The crews for the International Regatta will probably be as follows:—

English.	Scotch.
C. E. V. Birt (bow)	W. Middleton (bow)
W. Carter	B. Carter
R. C. Phillipp	T. H. R. Shaw
H. G. Courtenay	J. U. Buchanan
A. D. Brent	G. E. Stewart
F. Rickard	C. M. Adamson
W. E. Laveson	A. H. Stewart
H. C. Pearce (stroke)	D. MacNeill (stroke)
C. A. Pullen (cox)	

## CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE ROYAL HONGKONG GOLF CLUB.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

## "NICKEL-SILVA."

## IMPORTANT SHIPPING CASE—IMPROPER COMMISSIONS.

In the British Consular Court at Kobe on the 1st inst. Messrs. Nickel & Co. charged an employee named Silva with having misappropriated funds which he said were used for bribing ship's officers to accept deficient supplies of stores ordered by shipping firms. In giving judgment, His Honour said:—

He had come to the conclusion that the accused must be acquitted. He had not done so without hesitation, because there was a good *prima facie* case made out to go to the jury. The nature of the transactions must be taken into account in forming judgment of the probability of a person's guilt or innocence. It was quite clear that accused was employed by the firm of Nickel & Co. at their agent to pay return commissions. What he might say on this subject was purely extra-judicial. He looked upon those return commissions paid to the employees of owners of ships as being improper; he was not saying that they were illegal because he did not know any case had been decided to that effect. It was decidedly dishonest on the part of ship's officers who took him, and dishonestable on the part of anyone dealing with ships to pay them. It was quite clear that their payment was recognised by Nickel & Co. and that it was underhand, dirty work which they did not wish to appear on their books. He was sorry to hear that the custom was so prevalent in Kobe as it appeared to be. But as Silva was acting for Nickel & Co. as their agent, the next point to consider was whether there was any systematic surveillance of him to make sure of his honesty. Apparently there was none, or the system was so loose as to be practically amount to none. He was invested with a very large discretion, or, as Mr. Nickel expressed it, he was left to his (Silva's) honesty. His Honour conceived it was not open to Mr. Nickel after fifteen months' interval to turn round and say he did not know how the return commission business of his firm was being worked. There were three counts in the indictment, and he might say at once, if the case had rested only on the first count, he should have allowed Mr. Brushfield's motion for the dismissal of the case without calling for his defence. But the cross-examination suggested no explanation of the discrepancy in the number of tons—120 tons in the case of the *Sachuan* and 40 tons [both fresh water] for the *Prometheus*. That seemed like a palpable case of false accounting, and it was simply on those two items that he did not dismiss the charge upon the conclusion of the prosecutor's case. Now the explanation which Mr. Brushfield had given of the loss was, of course, purely theatrical. Not a particle of evidence had been called to substantiate the suggestion that such was the way in which the discrepancies had been made up. But the case for the prosecutor had to be made out affirmatively. In a charge of embezzlement three points had to be made clear—the relation of master and servant between the parties (and that had been established in the present case); secondly, the receipt by the servant of more money than he had paid into his master's account; and thirdly, in many cases brought before the Court fraudulent conversion of money by a servant to his own use was to be inferred from the circumstances of the case. Was the present such a one? Most assuredly not. It was quite clear the accused, in his loose system of book-keeping, did not account for all the moneys he had received. The fact of return commissions on the one hand, and on the other, the fact of having occasionally to buy water from the Japanese boats when the firm had not the supply itself, left a loophole open for embezzlement. And the prisoner was entitled to the benefit of the doubt. His Honour added that he might have a strong suspicion that the accused, being employed in the dirty work of giving bribes, some of the money might have stuck to his own hands, but on that suspicion he would not convict him. He was fairly entitled to the doubt. The deficiency of 10 cents per ton might be accounted for by the explanation might be his very ingenious defence. The accused would, therefore, be acquitted.

After a moment's consultation with the Assessor, his Honour announced that one Assessor dissented.

## PEKING NOTES.

PEKING, September 25th.

The literary examinations are over at last, but Peking is not being quiet of candidates yet. As fast as the literary students stream out of the capital in one direction, candidates for the military exams are pouring in from the other, the military examinations beginning next month.

An enterprising native here, I hear, about to open a brick field in Tientsin, with foreign assistance. I am glad to note an increased appreciation on the part of Chinese of the value of co-operating with foreigners in their undertakings.

The *Peking Gazette* of the 19th inst. states that General Kuo Teh-yuen has been permanently stationed by the governor of Yunnan on the Annam frontier.

It is rumored that some enterprising Chinese here are trying to get a concession, to construct a tramway from Lu-kou-chiao to the Western Hills, where there are extensive fields. I hope the enterprise will not be quashed by any government objections, as it is an excellent idea, and means money. I should say there is plenty of opening for tramways in many parts of China, where railways do not and are not likely to exist for many years to come.

On the 16th inst. H. E. Chao, Governor of Kiangsu, petitioned the Imperial Government to bestow some honorable recognition upon an ancient scholar of eighty years of age, as he had waited patiently for 60 years since successfully passing his *chi-fen* examination, and literary degree, and had never received the slightest benefit from the scholasticism. I am glad to know the petition has been granted. A man who could wait in hope-deferred silence like that should have been just the man to stir his country's appreciative citizens.—*Tientsin Times*.

The great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust.:

"Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, I should be great pleasure to testify that the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—*Advt.*

## NOTANDA.

## CALENDAR.

Historical means based on ten years' observations to 1893.

Barometer.....	29.991
Thermometer.....	75.3
Humidity.....	70
Rainfall.....	4.78

TO-DAY.

Barometer.....	30.04	29.91
Thermometer.....	84.4	85
Humidity.....	73	60
Rainfall.....		

TO-MORROW.

Tuesday, 12th October, 1897.  
Chinese—17th of 9th moon of 33rd year of Kwong-shi.  
(Fête of the God of Wealth; of Ko' Hung and of the Golden Dragon King.)  
Jewish—16th Tishri, 5658.  
Mohammedan—16th Tammuz 1, 1318.  
Sun—Rises..... 5.48. 57mins.  
Sets..... 5.48. 57mins.  
High water—Morning..... 10.48. 57mins.  
Afternoon..... 5.48. 57mins.  
Low water—Morning..... 5.48. 57mins.  
Afternoon..... 5.48. 57mins.

ANNIVERSARIES.  
1834—Mr. J. F. Davis appointed Superintendent of British Trade in China.  
1842—Afghanistan evacuated by the British.  
1860—Peking surrendered



## Intimations.

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES  
STAMPED ARTICLESMILITARY  
EQUIPMENTDr. KNORR'S  
ANTIPYRINE

patented  
"LION BRAND"  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark).  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.  
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT IMPORT &amp; BANK CO.,

BEWARE OF SPURIOUS IMITATIONS!

Dr. OVERLACH'S  
MIGRAININE

(ANTIPYRINE—CAFFEINE—CITRATE)

(1) Excellent results in the severest cases of migraines, as well as in headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, &c.  
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrantaine acts simultaneously as an analgesic.

Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand" and always prescribe "MIGRAININE HOECHST."  
The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers: FARMWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.  
Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT IMPORT &amp; BANK CO.,

BEWARE OF SPURIOUS IMITATIONS!

## WANTED.

A STEADY MAN who is able to make himself generally useful about a FARM-YARD and STABLE. Must be European. Apply, stating qualifications and giving particulars of character, to  
"W."  
c/o Hongkong Telegraph Office.  
Hongkong, 12th October, 1897. [1535]

## Auction.

PUBLIC AUCTION.  
SALE OF VALUABLE LEASEHOLD PROPERTY IN QUEEN'S ROAD.

MESSRS. HUGHES & HOUGH have received instructions from Mr. BRUCE SHERRARD, the Trustee, to sell by

PUBLIC AUCTION  
TO-MORROW  
(WEDNESDAY), the 13th day of October, 1897, at 3 P.M.

ON THE PREMISES  
Nos. 355 and 357, Queen's Road Central, Victoria, Hongkong.

IN ONE LOT  
All those PIECES or PARCELS of GROUND registered in the Land Office as INLAND LOTS Nos. 543 and 542 with the messuages or tenements thereon known as Nos. 355 and 357, Queen's Road Central (abutting on the Western Market).

The properties are held under Leases direct from the Crown for the respective terms of 999 years each from the 16th November, 1897, under the usual terms and conditions contained in the Crown Leases of this Colony.

The annual Crown Rent of Inland Lot 543 is £1 13s. 9d. (£8.10), and of Inland Lot 542, £1 12s. 7d. (£7.85).

The whole of the premises here let in one lotting to a monthly tenant at \$100 per month (the landlord paying the outgoings), but as the houses contain only two stories and a basement the rent might be considerably increased if the houses be rebuilt to the height of the adjoining premises.

For further Particulars and conditions of Sale, apply to

H. L. DENNIS,  
Solicitor for the Vendor,  
64, Queen's Road Central,

or to  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 12th October, 1897. [1510]

## Amusement.

PROMENADE CONCERT  
in aid of the Funds of the  
HONGKONG LADIES' BENEFICENT SOCIETY  
to be held at the  
HONGKONG VOLUNTEER HEAD-  
QUARTERS,  
(Kindly lent for the occasion)  
ON  
FRIDAY, the 15th October, 1897,  
at 9.15 P.M.

PROGRAMME:—  
PART I.—  
1. March.....'Pere la Victoire'.....Ganne.  
The Band.  
2. Quartette.....'A sad disappointment'.....McChease.  
Messrs. Milrow, Hill, Grace and Barrett.  
3. Selection.....'Faint'.....Gossett.  
The Band.

4. Song.....'Oh! How I Love Thee'.....H. Pany.  
Mr. A. C. Van Nierop.  
5. Piccolo Duet.....'Les Oiseaux de Passage'.....Kling.  
Corporal Harper and Muscical Lytton.  
6. Quartette.....'The Evening Bell'.....Franz Abt.  
Messrs. Milrow, Hill, Grace and Barrett.  
7. Cornet Solo.....'Serenade'.....Braga.  
Musical Hall.  
8. Song.....'To Althea from Prison'.....Whitfield.  
Mr. C. H. Grace.  
9. Valse Brillante.....'Op. 18'.....Chopin.  
The Band.

INTERVAL.  
PART II.—  
1. Grand Military.....'The Battle of Ekersburg'.....Zekersburg.  
Polpozzini.  
The Band.  
Synopsis:—Daybreak; morning Gun 4 A.M.—The Revell's sounds. The Camp in motion—Advance of the British Army in Brigades—They engage the enemy with varying success, but ultimately are victorious—Flight of the enemy and Grand Victory March of the British, concluding with the "Conquering Hero."

With the kind permission of Col. Gordon and the Officers of the Band of the P.W.O. (West Yorkshire Regiment) under the leadership of Mr. W. G. BENTLEY, A.R.C.M., will assist in the above programme and will also play the accompaniments of the songs.

TICKETS, 2s. each, may be had of Messrs. ROBINSON & CO., who have kindly lent a piano.

Hongkong, 9th October, 1897. [1543]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"HAIMUN"  
Captain Balthors, will be despatched for the above Ports TO-MORROW, the 13th instant, at Noon.  
For Freight or Passage, apply to  
DOUGLAS LARPAK & Co.,  
General Managers,  
Hongkong, 12th October, 1897. [1555]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.  
THE Company's Steamship

"MEMNON,"  
Captain Mogridge, will be despatched TO-MORROW, the 13th instant, at 3 P.M.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 8th October, 1897. [1531]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.  
THE Company's Steamship

"HUPEH,"  
Captain Quail, will be despatched as above on THURSDAY, the 14th instant, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th October, 1897. [1544]

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.  
THE Company's Steamship

"MARIA RICKMERS,"  
Captain Berg, will be despatched as above on FRIDAY, the 15th Octob.  
For Freight, apply to  
ARNHOLD, KARBERG & Co.,  
Agents.  
Hongkong, 25th September 1897. [1477]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)  
THE Company's Steamship

"OANFA,"  
Captain John A. Davies, will be despatched as above on or about the 20th instant.  
For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 1st October, 1897. [1504]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.  
(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY &amp; MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU,"  
Captain J. Jones, will be despatched for the above Ports on FRIDAY, the 22nd instant, at 4 P.M.  
This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.  
A duly qualified Doctor and a European Stewardess are carried.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.  
Hongkong, 11th October, 1897. [1545]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUZ CANAL.

THE Company's Steamship

"GLAUCUS,"  
Captain Barlow, will be despatched as above on SUNDAY, the 24th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th October, 1897. [1548]

SAILING VESSEL.

FOR SAN FRANCISCO.

"FALLS OF DEE,"  
Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.  
Hongkong, 17th June, 1897. [1544]

FOR SAN FRANCISCO.

"HEATHBANK,"  
McKechnie, Master, shortly expected, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.  
Hongkong, 17th June, 1897. [1557]

FOR BALTIMORE.

"ISAAC REED,"  
Captain Waldo, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.  
Hongkong, 26th August, 1897. [1522]

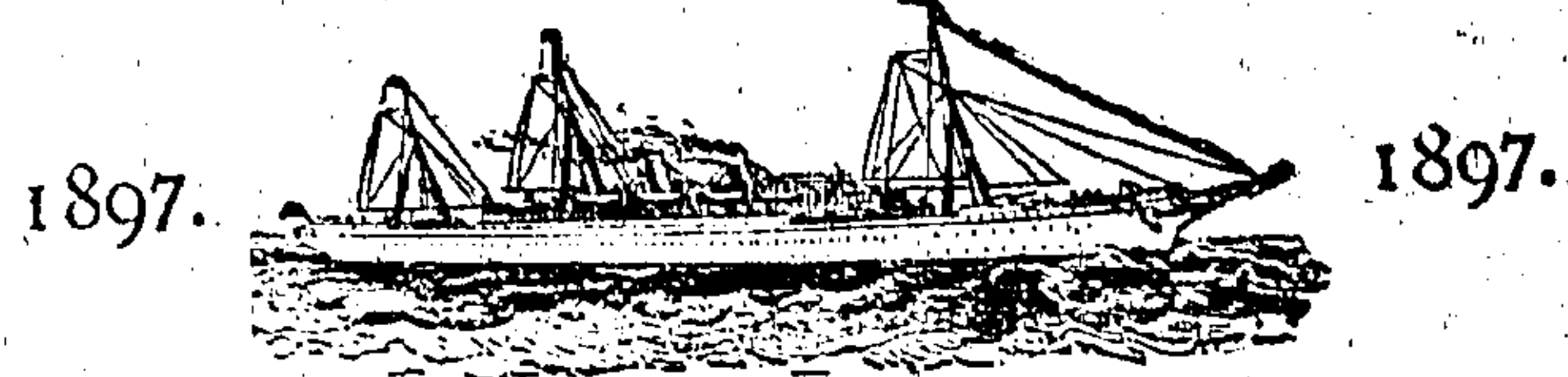
FOR BALTIMORE.

"JOLANI,"  
Captain C. C. McClure, is loading here for the above port and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBERG & Co.  
Hongkong, 21st September, 1897. [1446]

FOR NEW YORK.

"ARNER COBURN,"  
Captain M. L. Park, is loading here for the above port and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBERG & Co.  
Hongkong, 21st September, 1897. [1447]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1897. SAFETY. SPREAD. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 27th October.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th November.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 22nd December.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND-SEA OF JAPAN, and generally make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Piddar's Street.  
Hongkong, 1st September, 1897. [15]

OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Tuesday, 28th Oct., at Noon.  
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Thursday, 18th Nov., at Noon.  
Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Tuesday, 7th Dec., at Noon.

THE Company's Steamship  
"GAELIC"  
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on THURSDAY, the 28th October, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight, or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 2nd September, 1897. [15]

F. BLACKHEAD &amp; CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMAN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES &c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.  
AT  
REASONABLE PRICES.  
Hongkong, 14th Nov. 1897. [159]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Tuesday, 19th Oct., at Noon.  
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Tuesday, 9th Nov., at Noon.  
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Saturday, 27th Nov., at Noon.

THE U. S. Mail Steamship  
"CITY OF RIO DE JANEIRO"  
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on TUESDAY, the 19th October, 1897, at Noon.

Taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. Monday, and all Parcel Packages should be marked to address in full; and value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 24th August, 1897. [15]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID  
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.  
W. G. HUMPHREYS & Co.,  
Black Ball Building,  
Hongkong, 9th March, 1897. [15]

## Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, &c.  
Excellent accommodation. First-class Table, Doctor and STEWARDSS carried.

HONGKONG TO NEW YORK, &c.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the best class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, &c.  
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Columbia.....[2,505] Tuesday...[Oct. 19]  
Tacoma.....[2,510] Tuesday...[Nov. 9]  
Victoria.....[2,515] Tuesday...[Nov. 30]  
Olympia.....[2,505] Tuesday...[Dec. 1]  
Columbia.....[2,505] Tuesday...[Jan. 11]  
Tacoma.....[2,491] Tuesday...[Feb. 1]

THE Steamship  
Capt. W. Hill, sailing at Noon, on TUESDAY, the 19th October, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA. Through Bills of Lading issued to Japan, Pacific Coast, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to  
DODWELL, CARILL & Co.,  
General Agents.  
Hongkong, 7th September, 1897. [14]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BALATA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship  
"RAVENNA,"  
Captain C. T. Denry, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 21st inst., at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. Egypt, leaving that Port on the 18th N. number for London direct.

Silk and Valuable Mail Cargo for France and Aden, &c., for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; others: Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shipments are particularly recognized to meet the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 8th October, 1897. [15]

NORDEUTSCHER LOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
NO LAMP PASSENGERS AND LUGGAGE  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Sachsen.....[2,505] Tuesday...[9th Nov.]  
Bayern.....[2,510] Tuesday...[7th Dec.]  
Prussia.....[2,515] Tuesday...[1st Feb.]  
Sachsen.....[2,505] Tuesday...[1st March]

ON TUESDAY, the 9th day of November, 1897, at 9 P.M., the Company's Steamship "SACHSEN," Captain "H. Sommer," with MAIL PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Saturday, the 6th Nov. Cargo and Specie will be received on board until 5 P.M. on Monday, the 8th Nov., and Parcels will be received at the Agency Office until Noon on Monday, the 8th Nov. Contents of Packages must be required. No Parcel Packages will be signed for less than 25 lbs. weight. Packages should not exceed Two Feet in length.

The Steamer has splendid Accommodations and carries a Doctor and a Stewardess. Luggage can be washed on board.

For further Particulars, apply to  
MEYERHANS & Co.,  
Agents.  
Hongkong, 20th September 1897. [155]

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 24th August, 1897. [15]